

19971220.ba v01_n841.bam.971220 v01_n842.bam.971220

>From ???@??? Sat Dec 20 10:22:24 1997
Message-Id: <199712201428.IAA02670@sco.theporch.com>
Date: Sat, 20 Dec 1997 08:28:40 CST
Subject: BOATANCHORS digest 1841

BOATANCHORS Digest 1841

Topics covered in this issue include:

- 1) Re: Can you help with BC-1000 info?
by Al Klase <skywaves@bw.webex.net>
- 2) HQ-170A Part Needed (Halp!)
by Jack Harper <jharper@bs2000.com>
- 3) You aint seen nothing yet Ron !
by BEN NOCK <G4BXD@compuserve.com>
- 4) T-784 vs T-784A
by Jacqueline Herman <jherman@sierra.net>
- 5) Digest 1840
by Jderm740 <Jderm740@aol.com>
- 6) Re: BA photo early Navy Comm center
by William Donzelli <william@ans.net>
- 7) wtb 2meter rig
by lee1@digital.net
- 8) Re: BA photo early Navy Comm center
by William Donzelli <william@ans.net>
- 9) Re: More on early Navy Comm center photo
by William Donzelli <william@ans.net>
- 10) Trade PP-2684 toward PP2685/GRC-109 ?
by Tom Norris <badger@telalink.net>
- 11) Old BA photos...
by MODSTEPH@ACS.EKU.EDU
- 12) Re: HQ-170A Part Needed (Halp!)
by L & M <toneri@ils.net>
- 13) T4X-B Vox Tube 6EV7 Substituiton
by "Jim Zellmer" <zellmer@raccoon.com>
- 14) Re: Eimac Amateur Service Newsletters
by Ron Hershey <rhershey@europa.com>
- 15) Re: modulating an arc jh>My questions relate to modulation techniques. I know
that Reginald jh>Fessenden used a carbon mic to
by "Walter L. Marshall" <wmarshall@CapAccess.org>
- 16) more S-76 fun
by Bob Roehrig <broehrig@admin.aurora.edu>
- 17) Paint Question
by George Humphrey <gah@koyote.com>
- 18) Ham Magazine Chronicles
by don merz <71333.144@compuserve.com>

- 19) Re:Early Navy Comm center - Collins TCB
by Tom Smith <tsmith@hal-pc.org>
- 20) WTB TMC parts
by RS2BK <RS2BK@aol.com>
- 21) Wanted ART-13 - working and complete
by Stanley Wilson <microres@crl.com>
- 22) Re: Ham Magazines
by "Don L. Davis" <dxguy@earthlink.net>
- 23) Crackle and wrinkle paints
by midshires@cix.co.uk (Andrew Emmerson)
- 24) Re: Ham Magazine Chronicles
by "Roberta J. Barmore" <rbarmore@indy.net>

Date: Fri, 19 Dec 1997 12:35:35 -0500
From: Al Klase <skywaves@bw.webex.net>
To: arc5@ix.netcom.com
Cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Can you help with BC-1000 info?
Message-ID: <349AB067.36804A21@bw.webex.net>

Anchorites,

I started restoring one of these sets last summer, it's now on the 'tuit heap. You should take an ohm meter to the two B+ inputs (to ground) before you apply power. The bypass caps in my set were monumentally leaky. The B+ drew a couple hundred mA with the filaments OFF! There are a lot of them and several are inside the IF cans. Forewarned is forearmed.

73,
Al

arc5@ix.netcom.com wrote:

>

>

- > 1- Ground
- > 2- connected in battery to pin 1.
- > 3- connected in battery to pin 6.
- > 4- +4.5 VDC OUT to vibrator power supply (when used).
- > 5- +4.5 VDC IN to filaments. 300 milliamps rx, 500 ma tx.
- > 6- +90 VDC 25 ma continuous.
- > 7- +150 VDC 45 ma tx.
- >

--

Al Klase - N3FRQ
skywaves@bw.webex.net
Flemington, NJ 08822
Web Page: <http://www.webex.net/~skywaves/home.htm>

Date: Fri, 19 Dec 1997 11:02:14 -0700
From: Jack Harper <jharper@bs2000.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: HQ-170A Part Needed (Halp!)
Message-ID: <3.0.1.32.19971219110214.00b1b8b0@teal.csn.net>

Hello There...

I am giving my Hammarlund HQ-170A receiver its Thirty-Five Year Checkup (voltage/resistance checks, alignment, etc.) and need a part...

The Antenna Trimmer variable capacitor (C52, 3-25ppf) is, unfortunately, broken. The ceramic base is fractured and is ready to completely disintegrate. The thing is completely loose so that the front panel trimmer control just wobbles back and forth. Rats!

Does anyone have a Hammarlund HQ-170 family member ('170, 170A, et. al.) Parts Unit from which the capacitor could be scrounged? The Hammarlund number for the capacitor is K34454-G24 (I notice that it is K34454-G14 for the '170 so there may, in fact, be a slight difference between the units - or perhaps Hammarlund just wanted to somehow differentiate between the identical part for the '170, '170A, etc...).

Halp!

Regards to all -- and a Merry Christmas.

Jack, W0YJ (Friend to all things Hammarlund)

Jack Harper
303-277-1892

Bank Systems 2000, Inc.
Golden, Colorado USA

"21st Century Financial Applications"
Optical Cards for Bank, EBT, and Medical Applications
Visit our Web Page: <http://www.bs2000.com/talos> (Last Update: 970902)

```
>hi Gang:
>
>This morning my flight to NY was cancelled. So I came home to wait hours=
for>
>the next one. You'll never guess what was waiting in my E-mail log.
>
>This morning I was informed by a few list members that a California ham,=
```

Never mind Ron, wait till you have been libeled by Howard or Starkes, then you'll really know what crap looks like, and you'll know you must have made the big time for them to be so jealous.

But good point re commercial delivery of weeks and weeks and the private buyers thoughts that rigs can fly, unaided by any postal service, =

hi.
The simplest prob I find is getting the box's (we dont have box shops =
in the UK). I find Bananna boxs from the local supermart are ideal.
cheers, Ben G4BXD. =

Date: Fri, 19 Dec 1997 11:30:54 -0800 (PST)
From: Jacqueline Herman <jherman@sierra.net>
To: boatanchors@theporch.com
Subject: T-784 vs T-784A

Message-ID: <Pine.SUN.3.95.971219112421.3038B-100000@diamond.sierra.net>

Just got an email back from Fair saying they also have the 784A xmtr in stock (\$30 vs the \$25 for the 784). Any electrical difference between the two versions? I'm always under the impression that the later version of a particular model is "better."

Folks have told me the A-model was a cost-cutting version but no one mentioned if there were any electrical improvements or not.

73 from Nevada,
Jeff KH2PZ / 7

Date: Fri, 19 Dec 1997 15:41:23 EST
From: Jderm740 <Jderm740@aol.com>
To: boatanchors@theporch.com
Subject: Digest 1840
Message-ID: <6626846d.349adbf6@aol.com>

Jack
Sorry to bother you but 1840 didn't come in plain text.
If someone could teach me how to decipher these other forms I could take care of myself. But, I'm still a button pusher not a polished computer nerd.

Jack

Date: Fri, 19 Dec 1997 16:02:04 -0500 (EST)
From: William Donzelli <william@ans.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: BA photo early Navy Comm center
Message-ID: <Pine.GS0.3.96.971219155303.6773B-100000@titan.purch.ans.net>

> Wow, that's great stuff, William. Do you perchance have first hand
> experience with land line control units?

No, not really. I do have examples of the two types, one for a TBK-16/TBM-10 and the other for a TBA-10. I purchased the Westinghouse unit from a list member on the West Coast, and the GE unit from Compass (do not ask how much I paid for the thing!).

Incidentally, Compass has quite a few of the Westinghouse versions, but they are a bit beat up or raped, and probably damn expensive. I only ever saw one of the GE types, and it was most likely associated with the TBA-10

Compass used to have.

Some day when I get moved and organized, I will throw together some html so you people can see these things on the web.

William Donzelli
william@ans.net

Date: Fri, 19 Dec 1997 16:03:33 -0500 (EST)
From: lee1@digital.net
To: BOATANCHORS@theporch.com
Subject: wtb 2meter rig
Message-ID: <199712192103.QAA06859@ddi.digital.net>

Hi Ganf and Merry christmass to all

Boy I finally found an advantage of being old,
your family can not think of anything you need for xmas
so they tell you they will send money.
With money you can buy a nice 2meter fm rig
and that is just what I am looking for.
Something I can put in my car or with a 12v.
supply use as a base station at home.
Nothing big or fancy and dont need a lot of power just want
to be able to get out locally with a half way decent ant.
So if any of you have a rig you want to sell let me know,
if it is a ba more the better as long as you can supply
the schematic or book that came with it.
If it is not a ba well so be, it am still interested.

Thank the good LORD for all that you have!!!

67yr old semi disabled senior trying to get code speed to 13wpm
(stroke got my eyesight, balance & coordination) SO ONLY BA'S NO SOLID STATE

Leon (lee) Wiltsey 4600 Lake Haven blvd Sebring fl. 33872 KF4RCL TECK+

Date: Fri, 19 Dec 1997 16:07:35 -0500 (EST)
From: William Donzelli <william@ans.net>
To: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: BA photo early Navy Comm center

Message-ID: <Pine.GS0.3.96.971219160302.6773C-100000@titan.purch.ans.net>

> Wow! This post sure got the BA interest flowing. Grunch'o'posts real
> qwick! One of the things I look for is early mil photo documentation of
> comm gear. Don't know why, perhaps two reasons, that the stuff is hard to
> find. Comm/radio was too boring for neat photos or maybe too classified?

At last year's Radiofest in Elgin, IL, one dealer had a _wonderful_ set of glossy black and white shots of a rather large Coast Guard shore station from the 1930s. The photos were very nice, showing all sorts of details on the monster transmitters that some of us dream about. The photos were part of a package deal - he had a fairly old Coast Guard receiver as the other part. I would have spent a mint on those photos, but he wanted a mint and a half.

William Donzelli
william@ans.net

Date: Fri, 19 Dec 1997 16:16:23 -0500 (EST)

From: William Donzelli <william@ans.net>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: More on early Navy Comm center photo

Message-ID: <Pine.GS0.3.96.971219161150.6773E-100000@titan.purch.ans.net>

> guess the real question is did the Navy use TTY or RTTY in the 20s? If
> not, it is keying a CW transmitter, landline or marine cable.

No, I do not think so.

Many U.S.Navy transmitters were designed so that could be keyed rapidly (500 wpm). There are old boxes (RCA built?) that interfaced readers to the transmitters, but I have never seen one.

William Donzelli
William@ans.net

Date: Fri, 19 Dec 1997 16:07:24 -0600

From: Tom Norris <badger@telalink.net>

To: boatanchors@theporch.com

Subject: Trade PP-2684 toward PP2685/GRC-109 ?

Message-ID: <3.0.3.32.19971219160724.030ff518@mail1.telalink.net>

I have probably asked this before -- in fact I did under the title "BA Christamas Wish" but will ask it again. Does anyone have an extra "small" GRC-109 power supply (PP-2685) they might be willing to swap for a PP-2684?

Thanks

Tom

Date: Fri, 19 Dec 1997 18:21:38 -0500 (EST)
From: MODSTEPH@ACS.EKU.EDU
To: boatanchors@theporch.com
Subject: Old BA photos...
Message-ID: <01IRD8E5UJ1E00SYGP@ACS.EKU.EDU>

William wrote:>>>

Don't know why, perhaps two reasons, that the stuff is hard to
> find. Comm/radio was too boring for neat photos...<<<

In my "youth" (22 at the time) I was merchant marine radio officer on board WTBA, the SS North American, one of the last cruise ships on the Great Lakes, with a one-week cruise from Chicago --> Mackinac Island --> Detroit --> Buffalo -->Cleveland --> Detroit -->Parry Sound (off in the Georgian Bay) or Sault Ste. Marie --> Mackinac Island --> Chicago (docked in the Chicago River, right next to the Michigan Avenue bridge). Standard AM phone requirement: 100 watts input on 2182 kHz, plus about five working frequencies for AM phone in the 2-4 MHz ranges, all individual xmtr/rcvr rack-mounted boxes, switched from the operating position, VHF full-duplex around 160 MHz or so (main land-line phone patch stuff when in range of a shore station), and THE critter, a big 'ol CW transmitter for 500 kHz and below (gues I should be saying kcs...), with working frequencies in the 300 and 400 kcs ranges (don't remember exact freqs). Now - this xmtr had originally been a spark xmtr (ship built in the 1920's), which had been refitted to become a "modern" transmitter in the '30's. Wonderful big, black box with a large handle on the front which rotated the - well - frequency change switch. Inside was a wonder of mechanical switching, built to last forever. Cranking from one frequency to another, the contacts would first rise off their places, then rotate, then settle down on the next position. No sliding from contact to contact like later rotary switches, and speaking of the "kerchunk!"

One full summer - and I think I took only one or two photos

of the operating position in the radio room. Well - what did I know? Wouldn't this go on forever....???

The North American now rests on the bottom of the Atlantic, radios and all... *sigh*

I'll have to go try to find those photos...

73, Al N5AIT
modsteph@acs.eku.edu

Date: Fri, 19 Dec 1997 18:34:39 -0500 (GMT-0500)
From: L & M <toneri@ils.net>
To: jharper@bs2000.com
Cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: HQ-170A Part Needed (Halp!)
Message-ID: <199712192334.SAA13722@server1.ils.net>

At 11:02 AM 12/19/97 -0700, Jack Harper wrote:

>Hello There...

>

>I am giving my Hammarlund HQ-170A receiver its Thirty-Five Year Checkup
>(voltage/resistance checks, alignment, etc.) and need a part...

>

>The Antenna Trimmer variable capacitor (C52, 3-25ppf) is, unfortunately,
>broken. The ceramic base is fractured and is ready to completely
>disintegrate. The thing is completely loose so that the front panel trimmer
>control just wobbles back and forth. Rats!

>

>Does anyone have a Hammarlund HQ-170 family member ('170, 170A, et. al.)
>Parts Unit from which the capacitor could be scrounged? The Hammarlund
>number for the capacitor is K34454-G24 (I notice that it is K34454-G14 for
>the '170 so there may, in fact, be a slight difference between the units -
>or perhaps Hammarlund just wanted to somehow differentiate between the
>identical part for the '170, '170A, etc...).

>

>Halp!

>

>Regards to all -- and a Merry Christmas.

>

>Jack, W0YJ (Friend to all things Hammarlund)

I have had the same thing happen to small variables also. If the fracture is clean and not too many chips of ceramic missing, I have used 5 minute epoxy to repair them. It seems to work quite well. Of course it would be nice to

find an exact replacement part.

73...Mike VE3FGU

Mike & Lynda Toneri E-mail: toneri@ils.net

Keswick, Ontario

WEBPAGE: <http://www.geocities.com/heartland/meadows/8218>

Date: Fri, 19 Dec 1997 17:53:14 -0600

From: "Jim Zellmer" <zellmer@raccoon.com>

To: "boatanchors digest" <boatanchors@sco.theporch.com>,
"The Drake List" <DRAKE-L@fablotz.min.net>

Subject: T4X-B Vox Tube 6EV7 Substituiton

Message-ID: <199712200321.VAA01144@slip1.raccoon.com>

About 3 weeks ago I mentioned a hanging relay problem on my Drake T4xB transmitter. I had a number of good replys to my question. Some one mentioned a more common replacement tube for the 6EV7. I think it required a resistor across a couple of the pins of the tube socket.

Some how in my ramdom deleting of messages I zapped that reply to my original question,
Does anyone on the list remember the substitution tube and the additional circuit changes required. This might be good info to add to the Drake Mod files.

73 ES GOD BLESS U ES URS

JIM ZELLMER, KA0VSL

Date: Fri, 19 Dec 1997 18:12:44 -0800

From: Ron Hershey <rhershey@europa.com>

To: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: Eimac Amateur Service Newsletters

Message-ID: <349B299C.9E6F6BA5@europa.com>

Ron Hershey wrote:

> Complete set of Eimac Amateur Service Newsletters written by William I
> Orr W6SAI. This is a collection of newsletters numbered from AS-1
> through AS-49-6.

Since so many people were interested in the newsletters, I've decided to take the advice of some list members and offer to make copies and distribute them for the cost of the duplication and mailing. Kinko's quoted me a cost of 13 cents per double sided page. The newsletters total 198 pages with the majority being double-sided. This adds up to about \$26 dollars per copy or \$30 including postage.

Unfortunately, at this cost I can't afford to make the copies without the cost in hand. If you wish to receive a copy, please send \$30 to:

Ron Hershey
3918 E Burnside St
Portland OR 97214

I will accept orders until Jan 15, 1997. All copies will be mailed within one week of that date.

If you have any suggestions for a less expensive method of duplicating and distributing the newsletters please let me know. My goal is to get these newsletters to as many interested parties as possible as inexpensively as possible. No profit is expected or desired by myself.

Best regards,

Ron Hershey
3918 E Burnside
Portland OR 97214
phone: (503)235-9415
email: rhershey@europa.com

Date: Fri, 19 Dec 1997 22:09:22 -0500 (EST)
From: "Walter L. Marshall" <wmarshall@CapAccess.org>
To: Bill Jarvis <B.H.Jarvis@hw.ac.uk>
Cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: modulating an arc jh>My questions relate to modulation techniques. I know that Reginald jh>Fessenden used a carbon mic to
Message-ID: <Pine.SUN.3.91-FP.971219215959.12016A-1000000@cap1.capaccess.org>

"A jet of water strikes the two electrodes forming a connection between them. The RF (antenna or earth lead) has to cross this small gap."

By varying the volume of the stream of "water", probably electrolyte,

at an audio rate, you vary the RF current, and get AM.

A couple of people tried this, but it never caught on, probably because the mike was hard to keep adjusted. The HCL used in the electrolyte, was another hassle.

Walter Lon Marshall KB3BVY

Date: Fri, 19 Dec 1997 21:54:26 -0600 (CST)
From: Bob Roehrig <broehrig@admin.aurora.edu>
To: Boatanchors <boatanchors@sco.theporch.com>
Subject: more S-76 fun
Message-ID: <Pine.ULT.3.96.971219214853.13718F-1000000@admin.aurora.edu>

Hopefully all the problems have been found in this unit and I can put it back in the cabinet. One final mod that really improved the CW/SSB operation. This receiver seemed to overload very easily and in order to get enough volume to hear a SSB station, it would start to distort quite a bit. I moved the BFO end of the BFO coupling cap (C-74) to the junction of C71/C73. This about tripled the BFO level to the detector and made a big difference in performance. Before, there was just too much IF signal level compared to the BFO level.

"Nostalgia is a thing of the past"
E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI
CIS: Data / Telecom Aurora University, Aurora, IL
630-844-4898 Fax 630-844-5530

Date: Fri, 19 Dec 1997 21:54:05 -0600
From: George Humphrey <gah@koyote.com>
To: boatanchors@theporch.com
Subject: Paint Question
Message-ID: <1.5.4.32.19971220035405.0153b9d4@mail.koyote.com>

BAers,

Here comes another dumb question, but concerning paint, I have seen Crinkle, Crackle, Wrinkle, Krinkle and probably others used to describe the paint jobs on our BAs. Can anyone tell me the differences in these if any, and the correct spelling for each, or are they all the same?

73s George KC5WBV
gah@koyote.com

Date: Fri, 19 Dec 1997 23:01:10 -0500
From: don merz <71333.144@compuserve.com>
To: boatanchors@theporch.com
Subject: Ham Magazine Chronicles
Message-ID: <199712192305_MC2-2CA3-4FEC@compuserve.com>

Hi. I had a visitor to the shack last night. It was Joe Veras, the guy who photographs radios for the CQ Classics calendar. He was over here getting a shot for the mammoth coffee-table boatanchor reference that he has been contracted by CQ to write. He already has 1400 photos and is still shooting! This will be one hell of a book that I'm sure we will all want to own. But Joe said it probably won't be out until Dayton, 1999. Joe is a meticulous perfectionist about the photographs--he spent 3-1/2 hours lighting and shooting one radio here! Holy triode, Batman!

Anyway, we got into an interesting discussion about the ham magazines from the 30's to the 50's and I wanted to inflict upon you,...er, I mean share with you my biased viewpoint because I'm interested in your reaction.

First, the basics: Any good BA reference library would likely include the following:

QST 1930 - 1965

CQ 1945 - 1960

73 1960 - 1969

RADIO 1936 - 1941

and we could argue about the others....Ham Radio, well it didn't start until 1968 and most of the BA era was over by then...R/9, yes definitely but copies are so rare that it would be hard to put together a decent set...Ham Radio Horizons had too little BA content....Radio News--that's a tough one. I like it a lot from 1927 through 1952 but the actual BA content is low relative to the core group above so I'd call RN optional.

Once we agree on the basic BA reference repertoire, how do you feel about each of these? For me, it goes like this:

First, I don't go earlier than 1930 because there was so little commercial ham gear available up to that point. The great companies and writers were still in their formative stages. I enjoy the 20's QSTs and RNs a great deal but I seldom if ever use them as references.

1930 - 35: QST finds its stride. Great analysis and construction. Authors like Millen, Collins, Eitel and Grammar--great stuff.

1935 - 1941: This is close but for me, RADIO wins. With Frank Jones running the show and folks like Faust Gonset on the technical staff, RADIO in the late 30's was a knockout. QST is a very close second, quite excellent and pushing the technology envelope in every issue.

1941 - 1945: Actually my first choice for the war years would be Radio News. The 3 military special issues are spectacular. The late-war articles on captured German and Japanese equipment are neatly done. Plus there's all that "home-front" appeal the the stories. Good reading. QST during the war just didn't have enough to go on. How much can you say about WERS?

1946 - 1948: None of the magazines stand out to me in these years. Good but not great reading.

1949 - 1953: QST, buoyed by thousands of ex-military brass pounders now ARRL members, rises to prominence. Great excitement over post-war ham designs and fabulous new equipment from Collins, Johnson, National, Hallicrafters and many more.

1953 - 1961: Driven by a newbie named Wayne Green and a topic the ARRL won't touch (surplus), CQ muscles past QST and runs wild. If you like BA and mil surplus, the 1950's CQ are the must-have magazines. Super writing, innovative projects, a real accomplishment. Budlong's decision not to take surplus advertising relegates QST to 2nd place throughout the golden years of BA history.

1962 - 1969: A toss-up. I like 73 better--Wayne Green outdoes the big boys in my opinion. But QST is very good in these years. Tilton's VHF work is superb. CQ without Wayne falls to a distant third.

That's the way I see it. What do you think?

73, Don

Date: Fri, 19 Dec 1997 23:13:55 -0600
From: Tom Smith <tsmith@hal-pc.org>
To: boatanchors@theporch.com
Subject: Re:Early Navy Comm center - Collins TCB
Message-ID: <349B5413.46DEC950@hal-pc.org>

Hi Bill,

I have a similiar sounding transmitter to the land line transmitter mentioned. It is a TCB made by collins and is 30s vintage with a 1940 contract date. This transmitter autotunes 10 frequencies preset like the ART-13 but definately not aircraft gear. Seven feet tall, nearly 1/2 ton and the modulation and plate transformers alone weigh a lot more than the entire ART-13 despite the fact that it uses a single 813 for the final (805s for modulators). A telephone dial on the front selects the frequency and a remote control unit has a dial that does the same with a telephone connected to the remote. This unit can also be turned on or off with the remote using the dial. Beautifully made gear that was used in at least the South Pacific for awhile. My Dad (W5GEF) was a chief electronics tech stationed at Guadalcanal using one. It was definately

not made for shipboard use.

I wrote a article about it awhile back in "Electric Radio". I included a few pictures (modern - sorry) if interested.

Merry Christmas and Happy New Year to all!

Tom Smith N5AMA

William Donzelli wrote:

> In some radio room tucked away in a shore station sits a big, beautiful
> transmitter, with its motor-generator, both powered down but connected to
> the AC mains. The thing is all tuned up, and the heaters in the
> oscillator compartment are keeping everything stable. The whole works are
> connected to a land line control unit, powered up and ready for action.
>
> At some distant land line station, some operator gets a message to send
> out. The get the system started, he depresses his key for a few seconds.
> At the radio room, the control unit sees the keying, and starts the
> motor-generator and transmitter. After a minute or so, to allow the
> transmitter to get ready, the operator is free to send his message,
> knowing that the transmitter is pretuned and running.
>
> After the messages are sent, the operator is free to move on to other
> duties. Back at the radio room, the control unit starts to see no activity
> on the land line. It then starts a timer. If the operator, for some
> reason, comes back within this period, usually ten to thirty minutes, and
> starts keying again, the control unit will kill the timer. On the other
> hand, if the timer expires, the control unit shuts down the transmitter
> and motor-generator, and the control unit goes back to sleep, waiting for
> another wakeup from another key down condition, as before.
>
> As far as I can tell, the U.S. Navy had two types of Land Line Control
> Units. One, a 130+ pound floor sitting model, was made by GE and used for
> thier TAJ and TBA series transmitters. The other, a 80+ pound bulkhead
> mount model, was made by Westinghouse for thier TAB, TBL, TBK, TBM, and
> TBU transmitters. Both operated in a very similar manner.
>
> William Donzelli
> william@ans.net

Date: Sat, 20 Dec 1997 00:49:16 EST
From: RS2BK <RS2BK@aol.com>
To: boatanchors@theporch.com
Subject: WTB TMC parts
Message-ID: <9cd99959.349b5c5e@aol.com>

Fellow boat people:

I am almost ready to fire up my TMC SBE-3, but I still am looking for the crystal oven (with the 250khz rock inside). It would be around 1 1/2" tall and marked "Z108" with an octal base. Or, if anyone out there has a 250khz crystal, that would be helpfull.
I've check with Fair Radio and they say all the TMC stuff is gone, except the manual for this unit.

Tnx Jim
w9ud

Date: Sat, 20 Dec 1997 01:23:13 -0800 (PST)
From: Stanley Wilson <microres@crl.com>
To: boatanchors@theporch.com
Subject: Wanted ART-13 - working and complete
Message-ID: <Pine.SUN.3.91.971220011631.12218B-100000@crl6.crl.com>

I am interested in a ART-13. But have to many projects on the bench to rebuild one so would like to find a good one that someone has working and complete or nearly complete. So if you have one of these old BA's looking for a new home let me know please advise price and condition.

IF not one working does anyone have one unmodified in good condx that could be made working without out a major construction project.

Thanks, de stan AK0B

PS would also be interested in articles, modifications, and/or manuals on the ART-13.

Merry Christmas to all and may Santa find everyone's ideal BA for them in the coming year.

Date: Sat, 20 Dec 1997 00:03:35 -0800
From: "Don L. Davis" <dxguy@earthlink.net>
To: boatanchors@theporch.com

Subject: Re: Ham Magazines

Message-ID: <349B7BCA.7726@earthlink.net>

Re: Ham magazines. I agree with Don's assessment of early Radio & QST magazines. I grew up (in the 50's & 60's) with stacks of these gems from a second hand store that I bot for \$0.05 each with my allowance. I shudder every time I think about giving away over 2,000 magazines from the teens through the 50's! I see these same magazines now selling on ebay for \$3 to \$50 each today! I'll never be able to afford to replace them, and unfortunately my memory's pretty bad...

One magazine left out is Electronics. While concerned mostly with consumer items, there is a wealth of info on new technology of the day. It has great articles on tube manufacture, components, and theory. Bring the "book-learnin", they pull no punches explaining the theory of new circuits, parts, modulation techniques, etc. These are pretty rare these days, but well worth checking out. The 30's & 40s are favorites with me, but the 50s issues also have TONS of ads for surplus dealers. Also has a lot of industrial & commercial surplus stuff listed which I've never seen in any of the ham mags. My favorite ad: NIB 304TH's for \$0.79 each, 5 for \$3.00! Where's the time-machine?

73s don davis DXGUY@earthlink.net

Date: Sat, 20 Dec 1997 12:00 +0000 (GMT Standard Time)

From: midshires@cix.co.uk (Andrew Emmerson)

To: gah@koyote.com

Cc: boatanchors@theporch.com, midshires@cix.co.uk

Subject: Crackle and wrinkle paints

Message-ID: <memo.19971220120051.10579F@midshires.compulink.co.uk>

I don't recognise crinkle and krinkle. Otherwise...

Hammer, wrinkle and crackle paints are often confused but each has an entirely different look.

Hammer finish paints, already mentioned, give an undulating effect not unlike orange peel. Sometimes you will see veins of a darker colour running through the paint, a bit like marble.

Wrinkle finish paints give exactly that, a surface with many small wrinkles. The term crystalline describes a similar finish with extremely regular, small wrinkles, whilst rivel is something very similar.

Crackle finish is not the same thing, although many people use the name to describe wrinkle finish. Proper crackle finish is very decorative, with 'islands' of a dark colour (e.g. black) surrounded by 'sea' of a paler colour (e.g. gold). The overall effect is a bit like crocodile skin or if you prefer, like the craters of the moon; it is very attractive in a dated sort of way. The effect was created in a three-stage process and is not easy to replicate. The base colour was applied first and allowed to dry and harden. After this, the overlay colour was applied and baked at a very steady temperature in an oven. During this process the crackle finish appears. Finally, when all is hard and dry, a coat of clear lacquer is applied for protection.

All these finishes were devised to add a more attractive look to plain metal surfaces cheaply and also to disguise any surface imperfections. Hammer and wrinkle finish paints are available in the shops but crackle finish seems to be a trade secret, and it was probably baked on. Wrinkle finish paint is available only in a few colours but you can always spray a black wrinkle, then re-coat with a plain cellulose spray paint of the desired colour. Black and brown are the most popular colours on radio and TV equipment, and you can find the black wrinkle paint in most car accessory shops. Brown is harder to find but you can get it from the Eastwood Company (UK) or from Antique Electronic Supply (USA) by mail order - see the hard-to-find parts section of this book. If you need, say, a gold finish for some 1950s hi-fi probably the best idea is to paint it in black wrinkle, let it harden off for a few days and then spray gold over the top. Cellulose on top of cellulose sometimes causes a reaction, so an enamel paint aerosol would be best for the second or final colour and these are available in DIY shops, also in some model and hobby shops and artist's supply places.

Andrew Emmerson/Midshires Mediatech/405 Alive
tel: 07000-405625, international +44 1604-844130
fax: 01604-821647, international +44 1604-821647

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Date: Sat, 20 Dec 1997 09:21:25 -0500 (EST)
From: "Roberta J. Barmore" <rbarmore@indy.net>
To: don merz <71333.144@compuserve.com>
Cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: Ham Magazine Chronicles
Message-ID: <Pine.SUN.3.96.971220080038.25130A-1000000@indy3>

Hi, Don & the BA gang!

My list runs fairly close to Don's; but as I homebrew "old" gear as much as I collect commercial sets (and still faintly suspect history stopped in 1941), there are some differences.

"Radio" through '41 leads the pack. The oldest issues I have are from '34, huge floppy mags on newsprint. Not a lot of commercial gear (it really starts showing up with the change to Nat'l Geographic-size in '36), but plenty of projects from Frank Jones and the other greats, most of it pushing the state of the art of the time. (And Col. Clair Foster's semi-loyal opposition to ARRL makes for interesting reading!) "Radio" was a first-rate effort from the beginning, and stayed that way for a good long run.

After Pearl Harbor, "Radio" quite rapidly became an industry trade mag with a wholly different staff (it would seem the Editors & Engineers were off editing and engineering for Uncle Sam, either in uniform or as civilian workers in defense industries!).

"QST" from '33 through '41 is especially good; the '20s "QSTs" are interesting but many projects just don't lift right off the page to the shack unless you're really brave--HB copper-oxide rectifiers filtered by open wet-electrolytic condensers made from pie pans stacked in a wooden frame, for instance! Some of the most interesting projects to me are the early superhets, but they're just for fun now; unlike a regen, they don't cope well with modern band conditions. The little transmitters are fun and useful, as BA Bob Keys & the Hartley Brigade (didn't they have a hit song on the radio in the '60s?) can attest. Most of the bigger ones are simply invitations to a shocking end.

Ahh, time passes; by '33, crystal control is going full tilt, still-findable tubes are in use, and the gear is starting to get awfully interesting and can put out (or inhale) a signal as well as most modern stuff. "QST" never does quite catch up to "Radio" 'til '41, and by then they've got slightly different slants; "Radio" leans a bit more to high-power HF stuff and "QST" has got better beginner and VHF+ gear (surprisingly--Frank Jones first made his mark with the "5 Meter Radiotelephony Handbook in the early '30s!). QST just gets better with every passing year right up 'til we get shut down to clear spectrum space for a global war.

(Didja know the Germans never completely shut down ham radio? 'Strewth. Of course, the ops had to be loyal six ways from Sunday, were monitored by the SS, and just about nobody else would talk to 'em!) (And from that we get the second-darkest bit of CW shorthand ever devised, "55," which showed up just after the war when ham radio cranked up again in Europe. Means something like "tnx for vy fb chat," 'tis said, and ya send it at the end of a QSO; but those wartime D-calls were sendin' "HH" at the end of QSOs, and it was kinda required. "55" was prolly just done in bitter

humor but the fun's not in it fer my money). (The first-darkest CW shorthand otta be obvious).

An overlooked but enjoyable group of mags from the '30s are Hugo Gernsback's "Radio Craft" and "Short Wave Craft." (They later grew up to become "Radio-Electronics," and now they call it something else and you can't hardly find it on newsstands).

Gernsback's writers never really went in for cutting-edge tech; the mags are great big floppy pulps, and the projects tend to be small, pretty simple, and sometimes gimmicky. But there's a *slew* of 'em, usually with a lot of photos and detailed instructions--an enormous help when you're dealing with unobtainium and trying to improvise. Gernsback's readers, unlike the audience "QST" and "Radio" wrote for, were assumed to have a disposable income consisting of a buffalo nickle and half a cheese sandwich on stale bread; so often as not, the article will tell you how to *make* the more costly parts from old spools, paperclips, and things found in the junkpile. Fun stuff and a lot of it--wish I could find more of these.

Like most old pulps, the paper tends to self-destruct and the large format makes them even more susceptible to damage. If you like small regen sets, these are the magazines to hunt out, "Short Wave Craft" particularly. The profusely illustrated "Short Wave Kinks" page is usually worth the price of the mag by itself (Hugo'd send a fiver for the best one, so it got folks attention!)

Wartime "QST" is largely of historical interest only. Exceptions are (early on) a lot of good carrier-current gear, and the clever improvisations of the Wartime Emergency Radio Service volunteers at low UHF. As noted above, "Radio" just plain went off the ham-radio map in the war years.

Postwar mags I don't pay as much attention to. "QST" isn't bad, especially in the first 4-5 years after the war. Ditto "CQ." Later under Wayne Green, "CQ" is interesting (he's *such* a troublemaker! <grin>), but heavily modified surplus gear just looks junky to my eye, and a lot of the modded stuff and from-scratch projects are a little too "combat-built" (this means you slap it together in a tearing hurry to get out before the shelling starts) to suit my taste. By the time TTY comes along, I've lost interest.

As for surplus and mods, go ask Dave Stinson: pick your surplus right and you don't *have* to hack it half to death. Uncle Sam bought plenty of good, plain comms gear that already does ham-radio-like tasks; the services were usually more limited in choice of antennas and were playing in places where ordinary wall-socket juice wasn't to be had, but otherwise it *already* works; unless you wanna make a VHF repeater out of a radar transponder (or a QRP xcvr from a BC-348, which has been done, yeech), which you'd be better off doing from scratch.

"QST" after the war seems to get less and less interesting to me, as does CQ--though the articles on the history of various ham gear that start showing up in CQ in the '70s are worthy of note and they've usually had better luck picking columnists (helps that they pay better!). (And I just deleted about one whole screen of comments on modern ham mags--it was off topic and I'd've spent a year or two being sued over 'em).

73,
--Bobbi

KB9GKX "RJ" rbarmore@indy.net Roberta J. (Bobbi) Barmore
FISTS 3388 * ARRL * RSGB * WIA
Appreciator Of Vacuum-Tube Ham Gear and Vintage Keys

End of BOATANCHORS Digest 1841

>From ???@??? Sat Dec 20 21:47:45 1997
Message-Id: <199712210012.SAA15265@sco.theporch.com>
Date: Sat, 20 Dec 1997 18:12:46 CST
Subject: BOATANCHORS digest 1842

BOATANCHORS Digest 1842

Topics covered in this issue include:

- 1) NavyComGear-more
by "Paul Bernhard" <W2TU@classic.msn.com>
- 2) FedEx will break your toys too
by Lurch <lurch@TheRamp.net>
- 3) National NCX-D P/S Question
by nielw@ix.netcom.com
- 4) local pickup only
by Lurch <lurch@TheRamp.net>
- 5) GRA-71
by "Rudolf H. Salomon" <rhs@pacbell.net>
- 6) Re: local pickup only
by Stanley Wilson <microres@crl.com>
- 7) Re: FedEx will break your toys too
by provero@connix.com
- 8) Shipping BAs-sorta long
by Ed Tanton <n4xy@bellsouth.net>
- 9) Help Circuit Diag. RA-6217A receiver
by "Gabriel Pesarini" <pesarini@flashnet.it>
- 10) Re: Ham Magazine Chronicles

- by Bill Meara <wmeara@erols.com>
- 11) Re: FedEx will break your toys too
by Jack Harper <jharper@bs2000.com>
 - 12) FREE ITEM
by JOHN_SEHRING.parti@ecunet.org (JOHN SEHRING)
 - 13) S-76 PROBLEMS
by JOHN_SEHRING.parti@ecunet.org (JOHN SEHRING)
 - 14) Modulation Monitors
by "Jay H. Miller" <jmiller@teleteam.net>
 - 15) CTA - New Web Page
by Jerry Proc <jproc@idirect.com>
 - 16) TR-5043 What is it?
by Paul Thekan <Paul.Thekan@eimac.cpii.com>
 - 17) History question: Coherer & Decoherer
by Jacqueline Herman <jherman@sierra.net>
 - 18) Re: local pickup only
by w2ec@vnet.IBM.COM
 - 19) Re: Modulation Monitors
by Charles Ring <charlesr@infonline.net>
 - 20) Re: local pickup only
by Sandy W5TVW <ebjr@worldnet.att.net>
 - 21) Re: local pickup only
by Ed Tanton <n4xy@bellsouth.net>
 - 22) Re: Old BA photos...
by William Donzelli <william@ans.net>
 - 23) Re: local pickup only
by Mike Maloney <ac5p@ionet.net>
 - 24) Bristol Wrench source
by Joe Eide <jeide@execpc.com>
 - 25) Re: History question: Coherer & Decoherer
by Jacqueline Herman <jherman@sierra.net>
 - 26) Fw: History question: Coherer & Decoherer
by "Mike B. Feher" <n4fs@monmouth.com>
 - 27) Re: local pickup only
by bdhall@ghg.net (Benjamin D. Hall)

Date: Sat, 20 Dec 97 15:03:58 UT
From: "Paul Bernhard" <W2TU@classic.msn.com>
To: boatanchors@theporch.com
Subject: NavyComGear-more
Message-ID: <UPMAIL18.199712201505210648@classic.msn.com>

Hi gang from the Old "The Sullivans DD537" (Buffalo Naval Park)

More "interesting?" items from those Navy TM's.

Government acquisition prices on some familiar BA's

1.	BC-779	Hammarlund Hq-120?	\$400.00
2.	RCF-1	SX-28A	400.00 (or 304.00) (ANGRR-2)
3.	AN/URR36A HRO-50		1160.00
4.	R-390A	Collins	2210.00

All of these are 1957 prices. (date of manuals) Also lots of pictures, specs, manufacturer's info etc. on gear. Pictures of early com center equipment and even the huge broadcast type transmitters, truck installations, airport portable towers, etc. Fantastic reading on these cold, wintery Buffalo evenings, hi!

A blessed Christmas and Happy New Year to all!

Paul Bernhard W2TU

w2tu@msn.com

Date: Sat, 20 Dec 1997 09:19:03 -0600
From: Lurch <lurch@TheRamp.net>
To: boatanchors@theporch.com
Cc: collins@listserv.tempe.gov.drake-1@fablotz.min.net
Subject: FedEx will break your toys too
Message-ID: <3.0.5.32.19971220091903.007ba370@mail.TheRamp.net>

Just read an e-mail from Dave, WB7AWK--the 32S3 I custom-crated and then put the custom crate inside another carton full of peanuts and shipped to him via FedEx arrived with every tube shook out of the socket, broken finals, a chassis full of broken glass, some jammed into the PTO gearing, and a missing spotting pushbutton and clip. I will NOT be using FedEx again--it cost me \$60 to have them turn a nice radio into a restorable hulk.

Not to mention I probably come off looking like a (deleted) and Dave probably feels he got screwed to some extent. Now I'm the one gotta make this right.

Reference Dave's previous post to the lists regarding the crating on his 75S3. They done a good job of trashing a radio packed to withstand a 10-foot drop to concrete.

Anyway, anyone out there who can supply me the dimensions of the 32S3 spotting pushbutton shaft (a piece of rod stock with a groove) I would appreciate because I'm going to make Dave another one. And mail it USPS in a padded envelope.

Someone please e-mail those dimensions to me if you have them--I'd sure appreciate it.

73 de ka9egw

Date: Sat, 20 Dec 1997 09:35:33 -0600 (CST)
From: nielw@ix.netcom.com
To: boatanchors@theporch.com
Subject: National NCX-D P/S Question
Message-ID: <199712209355741@>

I've a National NCX-D "Mark II" mobile power supply that came to me with a NCX-3 transceiver. Does anyone know if this supply will work with the NCX-5 transceiver?

73, Niel-WA5VLZ, Rochester, MN

Date: Sat, 20 Dec 1997 10:29:28 -0600
From: Lurch <lurch@TheRamp.net>
To: boatanchors@theporch.com
Cc: collins@listserv.tempe.gov
Subject: local pickup only
Message-ID: <3.0.5.32.19971220102928.007b0d20@mail.TheRamp.net>

Corresponding with Dave, WB7AWK, the new owner of what used to be my 75S3 and the pile of junk that was a real nice 32S3 until FedEx trashed it, I have decided if I ever buy another BA it will be one I go and pick up myself.

I'm not a dealer and have only sold via the net a couple times, and doubt I'll be buying any BAs in the near future, but the bottom line is I've heard, seen, and now experienced too many horror stories about stuff getting damaged in shipment to trust any of these airfreighters. Ever.

The 32S3 was enclosed in a custom wood crate, securely fastened, which was then padded and shipped in a Invader-sized box, and it still arrived with every tube unseated and/or broken and a bunch of other damage. Now Dave is

feeling I jacked him, I'm going to be disputng the shipping charges (\$60 a radio for a little lightweight S-Line) with my bank, and maybe a year from now someone MIGHT be able to make FedEx pay a damage claim--but I bet in the end it's a loss from lawyer fees.

Screw airfreight companies. All of 'em. They're all incompetent. UPS lumpers, I am told, have a 3000-parcel-an-hour quota for loading and unloading. I believe it.

That's my take on it.

Merry Christmas to all. Except airfreight companies.

Date: Sat, 20 Dec 1997 08:44:42 -0800
From: "Rudolf H. Salomon" <rhs@pacbell.net>
To: boatanchors@theporch.com
Subject: GRA-71
Message-ID: <349BF5FA.21E6@pacbell.net>

Toronto Surplus and Scientific at www.torontosurplus.com is selling GRA-71 code burst keyer kits. Listed in the communications section under "M" for MX-4498/GRA-71.

73s Rudy Salomon - KD6NRQ

Date: Sat, 20 Dec 1997 09:08:18 -0800 (PST)
From: Stanley Wilson <microres@crl.com>
To: Lurch <lurch@TheRamp.net>
Cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: local pickup only
Message-ID: <Pine.SUN.3.91.971220090113.13654A-100000@crl8.crl.com>

Lurch sorry to hear about your problems with shipping. I have purchased and traded several items on the internet and have very good luck with shipping. I use to do everything via UPS. I always double packed and requested double packing.

The past year have been buying and trading cookie jars on the web and have gotten into Priority mail with excellent results.

Crushed newspapers make good padding in the outer layer. Always pack so that something will give in the package and not the equipment. Remember a box will shift in peanuts. put in a layer of peanuts a cardboard

separator then your boxed equipment. put another cardboard layer above the equipment and then more peanuts. Otherwise the peanuts just become filler and the equipment will shift to the bottom etc..

also many firms now use foam find one that does and you might find they will fill up your shipping box once or twice a year for you. never know until you have asked. all they can say is NO.

Merry christmas and 73 de stan ak0b

Date: Sat, 20 Dec 97 12:50:22 -0500
From: provero@connix.com
To: Lurch <lurch@TheRamp.net>
Cc: boatanchors@theporch.com
Subject: Re: FedEx will break your toys too
Message-ID: <199712201753.MAA17090@comet.connix.com>

I was on an oceanographic job not that long ago, waiting at the Fedex office at the Newark NJ airport for the first flight. Waiting right at the open warehouse door. Waiting as the truck from the plane pulled up.

Saw my \$30K piece of gear come *flying* out of the back of the truck at chest-height, go 20 feet, and crash down on the concrete floor. Luckily it was very well packed, wasn't too heavy, and survived.

And I did give the manager and driver a piece of my mind.

P.J. "Josh" Rovero home: provero@connix.com
Meteorologist radio: KK1D
Oceanographer work: rovero@sonalysts.com
Curmudgeon-at-Large web: http://www.connix.com/~provero/

Date: Sat, 20 Dec 1997 13:00:34 -0500
From: Ed Tanton <n4xy@bellsouth.net>
To: lurch@TheRamp.net
Cc: Old Tube Radios <boatanchors@theporch.com>
Subject: Shipping BAs-sorta long
Message-ID: <3.0.1.32.19971220130034.00b823d0@mail.atl.bellsouth.net>

I have to add a comment or two here. In probably 30 or 40 boat anchors I have bought or shipped, virtually all via UPS, I have NEVER lost one. I had

ONE non-boat-anchor test instrument damaged enough to complain about but the sender had left out a strategic hard-cardboard 'cover' for a front panel full of plastic push buttons and they were able to slide against the foam padding deforming them past usage. This was a modern Polarad 10GHz AM/FM digital signal generator, and is still useable as a CW signal generator.

All my BAs have made it in just fine-even some that were poorly packed. The point is that what happened to you was a simple piece of bad luck. I do not pack anything myself. I use a professional packer, which costs more, but also would get them involved in case of a claim they packed. The worst case I have seen other than the Polarad, was an R-390-A I bought from Michael Crestoh recently... HE did the right thing, went to a lot of trouble to get it VERSA-PAKed by UPS and the idiots at that particular UPS location did not do their jobs. VERSA-PAK is an expanded foam, conformal packaging method that should hold your 'whatever' tight as a drum... the UPS people on this job literally just threw a few pieces in, and the R-390-A was free to move/bounce (!!!) all over/anywhere/any direction in the box. Fortunately, R-390-As are pretty tough old birds, and the corners of the 3/16" thick frame CAN be bent back into shape. But despite that, it wasn't smashed-just bent at the two back corners, and I decided not to even file a claim.

I would also like to add that you should probably fill any tube radio with crumpled papers so that the tubes don't tend to wander-but only about 1/3 of the radios I have rcvd have had this done-so far w/o problems, either way. I DID have the plug-in xtal cal on an HR0-50 come out of its socket-a potential SERIOUS disaster-but somehow the unit did not get bounced around enough to do ANY damage!!! Let that be a point also: if it unplugs, do so and wrap separately. My HR0-60 was shipped from Nevada, and made it fine with that point having been made to the guy shipping it.

I have no doubts as to the veracity of the guys with horror stories, and will probably-sooner or later-end up with one of my own... but with good packing I don't believe they are as common as you might believe. I STILL think VERSA-PAK is really great-done right. It is second best to the MIL Fiberglass Case with fitted foam Dave Meitzen shipped my 75A-4 in... now THAT was a shipping case!!! I returned it to him, and everything had come in perfectly!!!

73

Ed Tanton N4XY EMAIL: n4xy@bellsouth.net
189 Pioneer Trail
Marietta, GA 30068-3466 TEL: (770)579-3933 V/MBX/FAX

"Think you can, think you can't: either way you're right!" Henry Ford

Date: Sat, 20 Dec 1997 18:11:08 -0000
From: "Gabriel Pesarini" <pesarini@flashnet.it>
To: <boatanchors@theporch.com>
Subject: Help Circuit Diag. RA-6217A receiver
Message-ID: <199712201811.TAA17400@star.flashnet.it>

Hi,

I am looking for the Service Manual or at least a schematic for the Racal RA-6217A receiver.

My unit is serial 1299-1113 and was manufactured by Racal Communications Inc., Maryland, USA.

Any assistance, from actual supply of the manual to pointers in the right direction to find one, would be greatly appreciated.

Please e-mail me directly at one of the addresses below.

Many thanks and 73.

Pesa

Gabriel Pesarini, IK0HIT
ik0hit@amsat.org
pesarini@flashnet.it

Date: Sat, 20 Dec 1997 18:50:07 -0400
From: Bill Meara <wmeara@erols.com>
To: rbarmore@indy.net
Cc: boatanchors@theporch.com
Subject: Re: Ham Magazine Chronicles
Message-ID: <199712201849.NAA18607@smtp3.erols.com>

Bobbi, I often think you should be getting paid for these wonderful history postings.
FB.

Your comments on the early superhets got me thinking about a comment I came across a while back and have been meaning to explore: In one of the more anti-ARRL ham mags I read that at one point (way back when) the ARRL was "opposed" to the new superhet receivers. Have you ever heard anything about that?

One other thing - why wouldn't those pre-war superhets cut it in today's bands? Filter problems?

Thanks,

>

73 de N2CQR

Bill Meara, Falls Church, Virginia

wmeara@erols.com

<http://www.mindspring.com/~johnmb/billm.htm>

Date: Sat, 20 Dec 1997 11:44:12 -0700
From: Jack Harper <jharper@bs2000.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: FedEx will break your toys too
Message-ID: <3.0.1.32.19971220114412.00b1094c@teal.csn.net>

At 09:19 12/20/97 -0600, you wrote:

>Just read an e-mail from Dave, WB7AWK--the 32S3 I custom-crated and then
>put the custom crate inside another carton full of peanuts and shipped to
>him via FedEx arrived with every tube shook out of the socket, broken
>finals, a chassis full of broken glass, some jammed into the PT0 gearing,
>and a missing spotting pushbutton and clip.
<snip>

Very sorry to hear about the mangled 32S3...

I have always had good luck removing the tubes from the sockets and wrapping them in bubble wrap with rubber bands -- seems like every radio I have ever received that was shipped with tubes in the sockets had at least one wandering about when I received it (usually in the form of little pieces of shattered glass).

If they will fit snugly, I usually put a large rubber band around all of the tubes and slip them inside the radio especially if they will stay away from dial cords etc.

Regards and Happy Holidays...

Jack, W0YJ (Friend to all things Hammarlund)

Jack Harper

Bank Systems 2000, Inc.

303-277-1892

Golden, Colorado USA

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Visit our Web Page: <http://www.bs2000.com/talos> (Last Update: 970902)

Date: Sat, 20 Dec 1997 13:55:16 -0500 (EST)
From: JOHN_SEHRING.parti@ecunet.org (JOHN SEHRING)
To: boatanchors@theporch.com
Subject: FREE ITEM
Message-ID: <9712201355.aa07787@pcusa01.ecunet.org>

For Give Away --

A.C. Voltage Stabilizer mfd. by Raytheon, type VR-6110. Rated 95 to 135 VAC/60 Hz in, 115 VAC regulated out, 0.13 amps, 15 watts.

This is a magnetically-controlled(?--contains no active devices) AC line voltage regulator using true BA technology! Measures 6" x 2.5" x 3.5", two mounting ears, innards are potted. Appearance fair to good, wires (cloth insulation) somewhat frayed, unit works FB.

I used it a once upon a time ago to stabilize the AC input to a separate filament xfmr for my old receiver's HF oscillator.

Price reduction: Free, just the cost of shipping.

-John Sehring (Fri, Dec 19, 1997 12:35 pm MT @Baker, Montana) UCC WB2EQG

Date: Sat, 20 Dec 1997 13:55:15 -0500 (EST)
From: JOHN_SEHRING.parti@ecunet.org (JOHN SEHRING)
To: boatanchors@theporch.com
Subject: S-76 PROBLEMS
Message-ID: <9712201355.aa07783@pcusa01.ecunet.org>

To: boatanchors@theporch.com

Bob, K9EUI wrote:

- > Yes, that's right - there are 2 design problems in the S-76 that I
- > have found while troubleshooting another difficulty.
- >
- > 1) While probing the various voltages, I noticed that the frequency

> shifted while touching the regulated +150V with a voltmeter probe.
> Also, the received frequency would shift when the BFO was switched on.

> The problem is that the +150V IS NOT BYPASSED! There is RF from the
> 6C4 HF osc running around the 150V bus. I added a .05 to ground and
> that solved that.

Yes! The S-76, SX-96, -100, -101, -101A, -122 share a great deal of the same circuitry esp. the IF strip on ward.

There is a a .02 uF bypass cap on the +150V regulated line but only when the BFO is turned on! That doesn't help keep the line clean of RF when the BFO is off!

Bill Halligan had it figured out by the SX-100 Mk 1A (maybe already by the SX-96--I don't have a schematic on it, it's very similar to the SX-100). He put a .005 across the +150 reg line. This cap was upped to .02 uF in the SX-101 Mk 1 and -101A but went back down to .005 in the SX-122. Go figure!

> 2) While solving the above problem, it became evident that there is way
> too much current flowing thru the regulator tube - something around
> 40ma. Both the VR150 and the transformer run warm. Trying various
> things, I settled on the following: Increase R35 from 3K to 6K. This
> drops the regulator current in half.

I agree that 40 mA is just about max. (a VR-150's rated for 5 to 40 mA), that makes it consume a lot of current & throw off a lot of heat.

On one hand, a low series resistance makes the combo of VR tube & dropping resistor look more like a constant voltage (low Z) source rather than a constant current source.

On the other hand, having the VR tube draw lots of current means that a fluctuating load on the regulated line will be a smaller % of the total current draw on the regulated line.

I don't know what the best answer is on this. Maybe one portion of the constant-voltage curve of a VR tube is more linear?

The -100 uses 4.5K series R to the reg tube, the -101 Mk 1 used 2K & 101A used 2.5K, so some fiddling was done. Yes these radios had different loads on the regulated line.

I think I'd go for about 30 mA thru the VR-150.

The SX-100 uses the same power xfmr & B+ is spec'd the same, 270 V. But the -100 has more tubes.

> However because of decreased supply load, the B+ increases. So I then
> added 1.8K 10W in series with the filter choke. At the same time I was
> checking the voltages on the 6K6. I also then changed the cathode
> resistor from 390 to 750 ohms. The 6K6 now runs with 250V screen, 320V
> plate, and -20V bias, which is pretty close to tube manual ratings.

The exact same 6K6 ct was used up to the -101A.

-John Sehring (Thu, Dec 18, 1997 9:23 am MT @Baker, Montana) UCC WB2EQG

Date: Sat, 20 Dec 1997 13:00:57 -0500
From: "Jay H. Miller" <jmiller@teleteam.net>
To: boatanchors@theporch.com
Subject: Modulation Monitors
Message-ID: <103110705b0c1b824dd0e@[199.34.24.5]>

Can anyone tell me the difference between a 1931-A and 1931-B modulation monitor?

***** ##### *****
Jay H. Miller, KK5IM Dallas, Texas
The Pocket Guide to Collins Amateur Radio Equipment
AMI#846 Collins Collectors Association
E-Mail: jmiller@teleteam.net
Visit My Home Page: <http://www.teleteam.com/~jmiller/>
***** Proud to be 100% Macintosh since 1984! *****

Date: Sat, 20 Dec 1997 13:57:58 -0500
From: Jerry Proc <jproc@idirect.com>
To: boatanchors@theporch.com
Subject: CTA - New Web Page
Message-ID: <349C1536.5837@idirect.com>

Dear BA'ers,

For those of you with naval interests, I've developed a new web page for the
Canadian Tribal Association:

<http://webhome.idirect.com/~jproc/cta>

There are stories and lots of historical photos which center around the 12 ships specific to the CTA, but I managed to sneak in a photo of the radio room as derived from the movie 'The Great Impostor' starring Tony Curtis. A historical footnote: HMCS Cayuga, the ship on which Ferdinand Waldo Demera operated, was in drydock when the movie was being filmed in 1960. The 'stand-in' ships were HMCS Athabaskan for the exterior shots and HMCS Micmac for the interior shots. By deduction, the radio room in the movie would belong to Micmac. Also, the gap in the number 'nine' in Athabaskan's pennant (DDE 219) was painted in to make it 218 which was Cayuga's pennant. A bit of trivia to go along with the movie :-)

That radio room photo is anchored in HMCS Cayuga section of the page. Many thanks to Frank K6NL of this group for suppling me with image.

--

Regards,
Jerry Proc VE3FAB jproc@idirect.com
Web: www3.sympatico.ca/hrc/haida
HMCS HAIDA Naval Museum, Toronto Ontario

Date: Sat, 20 Dec 1997 11:56:26 -0800
From: Paul Thekan <Paul.Thekan@eimac.cpii.com>
To: boatanchors@theporch.com
Subject: TR-5043 What is it?
Message-ID: <2.2.16.19971220115825.2e6f9168@eitel.eimac.cpii.com>

Hello All

I was talking to a fellow down here in the Bay Area from up in Oregon who told me he had this TR 5043 set and if I wanted it. I have no idea what it is , he thought it operated on VHF. He also thinks its WW2 vintage. Any experts out there who might be able to shed any light on this set....I am stumped.

Thankyou & Happy Holidays

Paul N6FEG

Paul Thekan - Speaking for Himself
Paul.Thekan@eimac.cpii.com

Date: Sat, 20 Dec 1997 12:14:01 -0800 (PST)
From: Jacqueline Herman <jherman@sierra.net>
To: boatanchors@theporch.com
Subject: History question: Coherer & Decoherer
Message-ID: <Pine.SUN.3.95.971220115531.17455C-100000@diamond.sierra.net>

Hi Gang - In my studies of early wireless, the operation of the coherer detector is explained quite well (it seems it drove an inker, and the Morse code was read from the inked dits and dahs on a paper tape). But the tapper that knocked the iron filings apart (called a "decoherer") has not been explained fully. Can someone (Bobbi?) provide some insight into its operation? Seems to me there would have to be a timing mechanism in series with the tapper so as to differentiate b/t a dit and a dah.

These early receivers were apparently no more than electro-mechanical devices.

73 from a Hawaii-boy freezing in Nevada,
Jeff KH2PZ / 7

Date: Sat, 20 Dec 97 15:12:37 EST
From: w2ec@vnet.IBM.COM
To: boatanchors@sco.theporch.com
Subject: Re: local pickup only
Message-ID: <199712202034.0AA10431@sco.theporch.com>

Sorry to hear about Lurch and Daves problems shipping. One unfortunate lesson to learn out of this is that our beloved tubes are susceptible to shock, and anything that is shipped (even if you do local pickup!) is going to get a shock somewhere on the trip home. Hit just one pothole by accident and you have enough shock to pop a tube out of a socket. Proper packing means there should be NO chance for a tube to pop out of it's socket because:

a) all tubes have been removed from their sockets, carefully wrapped individually with bubble wrap, and secured where there is no possibility of anything inside the box crushing them. This is by far the best method of shipping a BA. Time and labor consuming, yes, but odds of safe arrival are greatly increased.

or

b) at the very least the cabinet should be stuffed (really stuffed) with the small bubble wrap to take up any possible air space so the tubes have no chance of popping out of their sockets. Although not quite as safe as a),

it does ensure almost always that the tube can't pop out (nowhere to pop to) and break. If you can't stuff the cabinet enough to prevent a tube from dislodging under the most severe upside down drop test, then save yourself lot's of grief and do a).

No matter how well the exterior has been packed, the interior of the BA must be considered too. Any radio that has enough room for the tubes to come out and rattle around isn't truly ready for shipment through the typical shipping circles we encounter. This also holds true for heavy chassis. Typical example is the Collins 516F-2 power supply. Almost everyone knows enough to remove the tubes, but not all take the effort to remove the very heavy chassis from the case. More than a few 516F-2's cases have been ruined when the chassis broke loose during shipment and crushed the case. If you're not going to remove the chassis, at least stuff enough hard foam inside to absorb the shock and prevent the chassis from breaking loose.

73, Ray W2EC

Date: Sat, 20 Dec 1997 15:46:03 -0500
From: Charles Ring <charlesr@infonline.net>
To: boatanchors@theporch.com
Subject: Re: Modulation Monitors
Message-ID: <349C2E8B.941@infonline.net>

Jay H. Miller wrote:

>
> Can anyone tell me the difference between a 1931-A and 1931-B modulation
> monitor?
>

I have 1931-A s/n 510, and there's a 1931 at a nearby sister station - I will check and see if it's an A or B.

Date: Sat, 20 Dec 1997 20:48:18 +0000
From: Sandy W5TVW <ebjr@worldnet.att.net>
To: microres@crl.com, boatanchors@theporch.com
Subject: Re: local pickup only
Message-ID: <19971220204816.AAA20151@LOCALNAME>

RE: "peanuts"

Expanded polystyrene peanuts make EXCELLENT packing material IF

some precautions are observed!

ALWAYS use taped pieces of corrugated cardboard or small boxes-folded as you would to pack something in AND taped up, for "spacers".

Also big chunks of styrofoam make good 'spacers'. The object of the exercise is to center the BA in the container and then surround it with styrofoam peanuts. Pack the peanuts in tight! If you use "just" peanuts, the BA will migrate to the bottom/side etc. of the box on a long haul trip especially.

One of the best methods yet is the 'custom fit' expanded polystyrene (or whatever it is...Help Barry!) method that UPS has available SOMETIMES when the damned machine isn't busted! When I was in the marine business we shipped lots of stuff this way and it survives wonderfully.

Styrofoam sheets cut to correct dimensions and used around top/sides/bottom is excellent also, but requires that the BA be wrapped in 'visqueen' or a heavy plastic garbage bag to prevent the styrofoam from 'chafing' the paint job!

I don't like newspaper in any form for HEAVY items. I find balled newspaper and shredded newspaper fine for 'filler' with light items. Also "bubble wrap" is good stuff albeit expensive if you buy it from a packaging supplier. Newspaper is cheap, but it is also HEAVY. I've found many times, by the time you get something packed right with newspaper, you have added to the overall weight too much in many instances.

Comments anyone?

73,

E. V. Sandy Blaize, W5TVW

"Boat Anchors collected, restored, repaired, traded and used!"

417 Ridgewood Drive

Metairie, LA., 70001

860 Hartley 'ECO' under construction**

*** Looking for a TRC-10 transceiver *****

*** Looking for an RAL receiver *****

Date: Sat, 20 Dec 1997 15:59:14 -0500

From: Ed Tanton <n4xy@bellsouth.net>

To: w2ec@vnet.IBM.COM

Cc: Old Tube Radios <boatanchors@theporch.com>

Subject: Re: local pickup only

Message-ID: <3.0.1.32.19971220155914.00b5f930@mail.atl.bellsouth.net>

You're absolutely right Ray about weight removal when possible. Probably the ONLY thing that saved my R-390-A was that Michael had the foresight to

Date: Sat, 20 Dec 1997 15:27:37 -0600 (CST)
From: Mike Maloney <ac5p@ionet.net>
To: ebjr@worldnet.att.net
Cc: boatanchors@theporch.com
Subject: Re: local pickup only
Message-ID: <199712202127.PAA16004@mail.ionet.net>

At 08:48 PM 12/20/97 +0000, you wrote:

>
> One of the best methods yet is the 'custom fit' expanded polystyrene
>(or whatever it is...Help Barry!) method that UPS has available SOMETIMES
>when the damned machine isn't busted! When I was in the marine business
>we shipped lots of stuff this way and it survives wonderfully.

Believe this is polyurathane foam. The item is suspended somehow in the box and a blue plastic film is wrapped around the item. Then I would guess the foam is sprayed into the space between the box and item, expanding to fill up all the space in between. I've never seen any item damaged that has been packed in this fashion. I know expanding spray foam is available for insulating against drafts and to seal where pipes come thru holes in the wall or concrete. I dont know how difficult this would be to use by an amateur individual for packing a boatanchor?

Mike

Date: Sat, 20 Dec 1997 15:40:10 -0600
From: Joe Eide <jeide@execpc.com>
To: COLLINS@LISTSERV.TEMPE.GOV
Cc: boatanchors@theporch.com
Subject: Bristol Wrench source
Message-ID: <349C3B39.502@execpc.com>

Found yet another source for the beloved multi-sline wrenches.

The companies name is @ONCE and they can be reached at the following numbers:

800-765-6268 phone
800-950-5679 fax
www.4atonce.com

The wrenches are the Xcelite 99 series (11-pc long blades) for \$37.30.
The p/n is 99-PS-60.

I think that you can also get a cheap "L" type set for under \$10 from
suppliers carrying the GC Electronics line.

How many people are guilty of using allen wrenches on their Collins,
Nationals, Hallicrafters, Drakes, Henrys etc that use the multi-spline?

73 & all the best for the holidays! .. Joe - KB9R

Date: Sat, 20 Dec 1997 14:44:36 -0800 (PST)
From: Jacqueline Herman <jherman@sierra.net>
To: W0EOM <W0EOM@aol.com>
Cc: boatanchors@theporch.com
Subject: Re: History question: Coherer & Decoherer
Message-ID: <Pine.SUN.3.95.971220143501.28472A-1000000@diamond.sierra.net>

On Sat, 20 Dec 1997, W0EOM wrote:

> Jeff -- the decoher {tapper} simply knocked loose the iron filings to be ready
> for the next dot or dash., so they could coher again.
> 73, Will

Yes, but how did it know when to do the knocking? It had to sense the
end of a dit or dah, for if it didn't tap at the exact moment, the
inker would continue to apply ink to the paper tape. As long as the
iron filings were completing the inker circuit, the ink was being
appied (the end of the dit or dah was not sensed by the coherer - the
iron filings continued to complete the inker circuit even after the
dit/dah ended). Somehow the decoherer had to sense the end of the
of the dit/dah transmitted from the spark xmtr. How?

73, Jeff

Date: Sat, 20 Dec 1997 18:10:02 -0800
From: "Mike B. Feher" <n4fs@monmouth.com>
To: <boatanchors@theporch.com>
Subject: Fw: History question: Coherer & Decoherer
Message-ID: <199712202308.SAA13215@shell.monmouth.com>

Jeff -
The decoherer, or tapper, continuously was tapping the coherer tube as
long

as there was RF present. In fact the coherer itself, through a relay,
drove
the tapper. In some of the coherer receivers the bell, that was used to
audibly provide reception doubled as the tapper, and instead of having one
ball on the arm that struck the bell it had two. The other of course
striking the coherer. The coherer was continuously going through a
cohere/decoherer process in the presence of RF and stayed decohered when
the RF was removed.. I have a 1903 coherer receiver made by Siemens Halske
that has a separate bell and decoherer unit. Hope this helps. Happy
Holidays - Mike

Mike B. Feher, N4FS
89 Arnold Blvd.
Howell, NJ, 07731
732-901-9193

Date: Sat, 20 Dec 1997 18:12:12 -0600
From: bdhall@ghg.net (Benjamin D. Hall)
To: ebjr@worldnet.att.net, Old Tube Radios <boatanchors@theporch.com>
Subject: Re: local pickup only
Message-ID: <3.0.32.19971220180408.006f0f84@mailman.ghgcorp.com>

> Comments anyone?

Sure! Hello everyone... About the time I took up the R-390A Engineering=
Report Project, I promised someday to write a short snippet on how to pack=
things. Not that I'm a guru on the subject, but I figured that the physics=
behind it would be fun. =20

I pack like the radio is going to go thru a war zone. =20

Packing a BA is for one purpose: protection.

Protection against drops, protection against the intrusion of foreign=
objects (like fork-truck tines), protection against water, and most=
importantly, protection of the radio from the packing material itself.

Protection against drops is simple physics - when the box is dropped, it is=
accelerated by gravity to a certain speed when it hits the ground. The=

force the BA must endure is inversely proportional to the length of time it takes to stop moving. With no packing, the BA comes to a stop very, very quickly, and is subjected to a very high impact. So you want your packing to slow the BA down in the longest time possible, to reduce the impact the set receives. But, you want the packing material to also protect against the BA moving inside the box - the closer the BA is to the box, the more likely external damage to the box will become internal damage to the BA. = Peanuts are great from an impact-reduction point of view, but like folks have pointed out, heavy objects in peanuts tend to shift. Newspaper is crappy unless done very carefully - compress it too much, and it has no give, and provides no protection against impact. Compress it too little, and the BA shifts around. Getting it right is something I've never been able to do. Even when done right, it suffers from inconsistency - one section may be stiffer, you can have voids, etc... One material I have found that is perfect is foam insulation - it has a good amount of give, and keeps the BA centered. It also offers very good external damage resistance - you can gash it with a fork truck tine and it won't spill out like peanuts. Soft foam, like used in camping mattresses, is great for protecting front panels where the stiff foam may damage controls, but is terrible as your only method of protection.

I like to pack BA's in this manner:

I always use brand new boxes when I send a receiver - UPS can deny your claim based on the fact that your BA was shipped in a used box. The external box should be the largest and heaviest DOUBLE WALL corrugated box you can get. The internal box can be single wall, and about 3 or 4 inches larger in each direction than the BA itself, and smaller than the external box by four or so inches in each direction.

Place the BA in a trash bag, to prevent chafing of the foam. I like to protect front panels with soft foam, and if the front panel has handles, like R-390's, I like to attach a piece of thin plywood to them, sandwiching the soft foam between the plywood and the front panel. I then build up the inside floor of the inner box with the foam insulation - it comes in sheets at your local Home Cheapo or Builder's Squared store, and is easily cut with a sharp knife. I then place the BA inside. If the BA is missing top and/or bottom covers, I build temporary ones out of the same thin plywood. = Encase the BA with the foam. Seal inner box with a good quality, fiberglass reinforced tape. For the outer box, repeat the same process for the outer box. Use plenty of good quality, fiberglass reinforced tape. If the BA has any internal voids, I like to fill those voids with baggies filled with peanuts. This prevents tubes from coming loose. Expensive tubes, I package separately.

Yes, this costs a good bit of time, and effort, but I just cannot bear to do= any less. Every BA trashed by UPS or whomever is one less BA on the= planet...

I've used this method to ship BA's from here to Finland, Spain, and all over= the states. I have yet to have a radio get there with any damage. UPS= managed to drop an NC-100A I sent to Larry Ware on a corner - bashed the= corner good - but no damage to the BA at all...

73 and ho ho ho all!

later

ben

<bold><bigger>Benjamin D. Hall</bigger></bold>, KD5BYB, Engine and radio collector / operator.

Located in Houston, Texas, USA.

e-mail: BDHall@ghg.net, web: <http://www.ghgcorp.com/bdhall>.

<bold><italic><bigger>"An ye harm none, do what ye will."</bigger></italic></bold>

End of BOATANCHORS Digest 1842
